

Proposed changes to
Area Control West, ATS Route Structure
Consultation Strategy



Roles

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Issue 1.0	08/2021	Submitted to CAA
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References

Ref No	Description	Hyperlinks
1	FRA D2 CAA web page – progress through CAP1616	Link to portal
2	Stage 1 Statement of Need	Link to document
3	Stage 1 Assessment Meeting Minutes	Link to document
4	Stage 1 Design Principles	Link to document
5	Stage 2 Design Principle Evaluation	Link to document
6	Stage 2 Design Options	Link to document
7	Stage 2 Initial Options Appraisal and Safety Assessment	Link to document
8	Stage 3 Consultation Document	Link to portal, please navigate to Step 3b
9	Stage 3 Full Options Appraisal	Link to portal, please navigate to Step 3b
10	Airspace change: Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information CAP1616	Link to document
11	Environmental requirements technical annex CAP1616A	Link to document
12	Definition of Overflight CAP1498	Link to document
13	Airspace Modernisation Strategy AMS CAP1711	Link to document
14	UK Government Department for Transport's 2017 Guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the CAA and wider industry on airspace and noise management (abbreviated to ANG2017)	Link to document
15	FRA D1 CAA web page – progress through CAP1616	Link to portal

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1. Introduction and Overview – What is this consultation strategy document for?

- 1.1 Consultation is an essential part of the airspace change process, defined in CAP1616 and regulated by the Civil Aviation Authority (CAA).
- 1.2 Consultation is our opportunity to formally engage a wide variety of stakeholders, inform them of the benefits and impacts of our proposal in a transparent and accessible way, and acquire valuable feedback to inform our final proposal.
- 1.3 The foundation of a good consultation is adherence to the 'Gunning Principles'. These four principles set out the legal expectations for what constitutes an appropriate consultation, which:
 - Should occur when proposals are at a formative stage
 - Should give sufficient reasons for any proposal to permit intelligent consideration
 - Should allow adequate time for consideration and response
 - The product of consultation must be conscientiously taken into account
- 1.4 This document sets out our consultation strategy in accordance with these Principles to ensure the consultation is effective and productive.
- 1.5 The CAA's airspace change process CAP1616 expects change sponsors to be mindful of the role of the Independent Commission on Civil Aviation Noise (ICCAN), and their best practice and advice. On 30th July 2020 ICCAN released a 'toolkit' for consulting on airspace change, via their website¹. The FRA consultation material is consistent with ICCAN guidance.
- 1.6 This consultation strategy covers the Free Route Airspace Deployment 2 Airspace Change Proposal (ACP) (airspace from 24,500ft – 66,000ft). It should be stressed that the underlying airspace is also being changed concurrently by the London Airspace Modernisation Programme 2 Deployment 1 (LD1.1) ACP (airspace from 7000ft – 24,500ft) (ACP ref ACP-2017-70). These ACPs cover a common geographic region, will conduct consultation concurrently and be implemented simultaneously. Hence the consultation strategies of these two ACPs are aligned and coordinated.
- 1.7 This change is categorised under CAP1616 as a Level 2B change due to the altitude of all proposed changes being above 20,000ft (FL 200).

2. How to read this document

- 2.1 This document provides information about how we will undertake this consultation. We want to provide relevant and appropriate information to the right people, in the right way, and enable them to provide informed responses to the proposed changes in a suitable timeframe.
- 2.2 We explain **where** we are in the airspace change process, and the objectives of this proposal.
- 2.3 We consider **who** may be affected by the proposed changes. The audience comprises a number of different types of stakeholder; we will describe who they are and how we have classified them.
- 2.4 We describe **how** we plan to reach all the stakeholders to ensure they can respond effectively, including through engagement exercises.
- 2.5 We describe **what** we will use to inform stakeholders of the proposed plans. Materials will be as concise and accessible as possible to those without aviation or technical knowledge. We will provide sufficient detail to ensure respondents understand the issues. However, we will also be clear that airspace change is complex and that a time investment is necessary to understand the subject, and that some parts of the material are written for a technical aviation audience.

¹ Link to ICCAN consultation toolkit: <https://consultation-toolkit.iccan.gov.uk/>

- 2.6 We consider **when** consultation should start and finish, and a planned timetable of activity. This will be a general overview to illustrate our intent, but specific dates have not been agreed at this time.
- 2.7 We briefly describe what happens when the consultation ends. There will be a period of analysis, and from that analysis we will understand any changes to the airspace design required in light of the feedback.

3. Where are we in the airspace change process?

- 3.1 NATS Enroute Limited (NERL) is the sponsor of this proposal.
- 3.2 The airspace change process is summarised in the flowchart below.
- 3.3 We have completed Stage 1 Define, where we established the need for an airspace change. We also engaged representatives of stakeholder groups to agree the design principles underpinning this proposal.
- 3.4 We have completed Stage 2 Develop & Assess, where we created initial design concepts, refined them with feedback from representatives of stakeholder groups, evaluated each option against the design principles and performed an initial appraisal to illustrate the benefits and impacts of each option.
- 3.5 We are now in Stage 3 Consult.

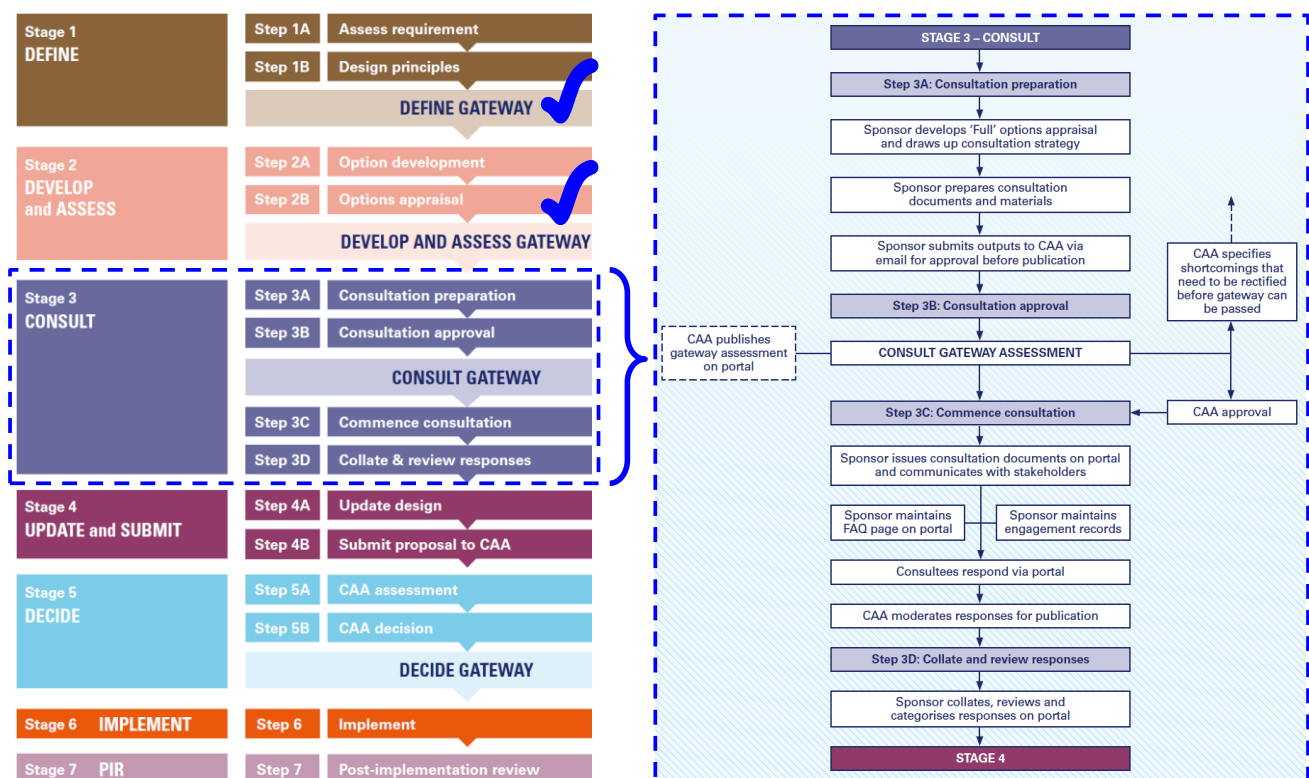


Figure 1 Airspace Change Process – Overview (left) and Stage 3 Consult (right)

- 3.6 In the above flowcharts, this document forms part of Stage 3 Consult. It is designed to be read in conjunction with the Consultation Document (ref 8) and the Full Options Appraisal (ref 9) which are all Stage 3 documents.
- 3.7 Supporting documentation for all stages of this proposal (including Stage 1 and Stage 2) can be found on the CAA's airspace change portal at this [link](#).
- 3.8 This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process.

4. Objectives of this proposal

- 4.1 This ACP is sponsored by NATS and proposes the second deployment of FRA in UK airspace.
- 4.2 The concept of Free Route Airspace (FRA) where aircraft can fly between points and are not constrained to follow a network of routes is Initiative 2 of the CAA's [Airspace Modernisation Strategy \(AMS\)](#). The implementation of FRA by European Union (EU) member states was mandated in European Law under the EU [Implementing Regulation EU716/2014](#)².
- 4.3 The FRA project is split into individual geographical deployments which will introduce FRA throughout UK airspace in several phases, each with an individual Airspace Change Proposal (ACP). A single ACP for FRA across all UK airspace would not be appropriate or easily align with the engagement and consultation requirements of CAP1616, due to the planned phased introduction of FRA, and its interdependencies with other airspace change proposals.
- 4.4 This implementation is in co-ordination with London Airspace Management Programme 2 Deployment 1.1, which proposes to change the airspace below the FRA D2 region between 7,000ft and 24,500ft. The consultation for these two ACPs is being run simultaneously and the implementation of these Airspace Changes is inter-dependent on both.
- 4.5 This proposed change has the following objectives:
- further NATS SESAR Pilot Common Project (PCP) commitments
 - progress NATS' commitment to Borealis Alliance FRA
 - deliver benefit in fuel savings for customers
 - reduce CO₂ emissions per flight
 - reduce complexity in the FRA D2 airspace
 - facilitate cross-border free routing with IAA
- 4.6 Due to the altitude of the proposed changes, assessment of environmental impacts is limited to CO₂ emissions.
- 4.7 Previous CAP1616 stages have summarised the design options development (Refs 4-6). The design options are:
- **FRA Option 1.** In which all **ATS routes are removed**, and RAD restrictions are introduced in order to manage the flow of traffic transitioning into and out of FRA.
 - **FRA Option 2.** In which the **ATS route structure is partially maintained**, for instance in areas of high complexity where systemisation of the flows is required such as to and from the LTMA, and RAD restrictions are introduced in order to manage the flow of traffic transitioning into and out of FRA.
 - **FRA Option 3.** In which the **ATS route structure is maintained**, but aircraft are also able to flight plan Free Route Trajectories. RAD restrictions are introduced in order to manage the flow of traffic transitioning into and out of FRA.

² The implementation of FRA by European Union (EU) member states was mandated in European law under the EU [Implementing Regulation EU716/2014](#) (Pilot Common Project),(Ref 2). EU716/2014 has been superseded by [EU2021/116](#) (Common Project 1) within the EU. This change to the regulation occurred post-UK withdrawal from the EU and the DfT have consulted on if and how to incorporate this into UK law, at the time of writing, a decision has not been published. EU716/2014 is retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018² (referred to as 'the mandate' throughout this document). Due to wider commitments (e.g. Borealis Alliance and the CAA AMS) and consistency of operation, NATS' intention is to introduce FRA throughout UK airspace regardless of the withdrawal of the United Kingdom from the European Union (EU). FRA implementation will align with the requirements² of EU716/2014 until such time that it is superseded in UK law.

- 4.8 These design options have taken into consideration the Flexible Use of Airspace (FUA) concept. This was discussed during engagement with appropriate stakeholders from the MoD, GA community, airlines and airports.
- 4.9 The “do nothing” option has been discounted as it does not fully meet any of the design principles, including the two highest priority principles of achieving PCP compliance, neighbouring ANSP agreement and environmental benefit (Ref 6). There is still scope for feedback on the specific details of the design options upon which we are consulting – the removal of other options does not remove the scope for constructive feedback.
- 4.10 We want to ensure that stakeholders who could be affected negatively or positively by these changes, are made aware of this airspace change proposal and given the opportunity to submit feedback about the designs.
- 4.11 Through our engagement activities undertaken so far, we have sought to ensure that:
- the correct audience is targeted in an appropriate manner and given the opportunity to respond.
 - the consultation materials we produce provide stakeholders with enough detail to make an informed response.
 - the duration of the consultation is appropriate.
- 4.12 Overall, the combined FRA D2 and LD1.1 ACPs propose to establish new high-level airspace structures (above 7000ft). The FRA D2 changes are above 24,500ft (FL245).

5. Summary of Engagement Activity Undertaken to Date

- 5.1 NATS has been actively involved in meetings and stakeholder engagement relating to the implementation of FRA for several years. Much of the initial engagement work undertaken prior to Deployment 2 (during Deployment 1) underpins the design proposed in this ACP and has contributed to the development of the FRA programme as a whole. For full details of these earlier activities, see the CAA’s airspace change portal [Free Route Airspace Deployment 1](#).
- 5.2 Given the similarity of the FRA proposals, the engagement and consultation work will have a degree of scalability to mitigate stakeholder consultation fatigue. A significant amount of engagement was undertaken in the development of Design Principles for FRA Deployment 1 (D1), which for consistency of design throughout the UK high-level airspace, were used as the draft design principles for FRA D2, as were the Design Options.
- 5.3 For full details of the engagement undertaken to date for this ACP, see the [Stage 1B Design Principles & Stakeholder Engagement](#) and [Stage 2A\(i\) Design Options](#).
- 5.4 The stakeholder engagement summarised in the documents above, shows that appropriate 2-way engagement has occurred via appropriate mechanisms, and the relevant stakeholders are fully aware of the proposed changes and have had an opportunity to influence the design principles and design options.

6. Consultation Audience

- 6.1 As this ACP is proposing changes within controlled Class C airspace at FL245+, affected stakeholders are limited to an identified audience within the aviation industry.
- 6.2 NATS will proactively seek to consult with all the stakeholders listed in Appendix A, who will be invited to respond to the consultation. This includes members of the NATMAC (National Air Traffic Management Advisory Committee).
- 6.3 The targeted consultation audience does not comprise any seldom heard groups.
- 6.4 Any individual or organisation may submit a response to the consultation but our targeted communications to inform organisations and individuals will be limited to those stakeholders listed in Appendix A.
- 6.5 The consultation for the FRA Deployment 2 and the LD1.1 ACPs are being run simultaneously and the implementation of these Airspace Changes is inter-dependent on both.

7. Approach: How will we consult?

- 7.1 The consultation will be hosted on the CAA Consultation Portal 'Citizen Space', which is an online consultation platform for sharing information about Airspace Change Proposals. This holds relevant information for interested parties and stakeholders, including the Consultation Document which outlines the detail of the proposed changes and potential impacts. We believe all stakeholders likely to be interested in responding to this consultation will have internet access.
- 7.2 The portal contains a link to the online response questionnaire, which will capture participants' responses. The link to the portal is here: <https://consultations.airspacechange.co.uk/nats-fra-d2>
- 7.3 Identified stakeholders (Appendix A) will be informed via email when the consultation is launched. They will be sent links to both FRA D2 and LD1.1 consultations on the consultation portal, which will enable them to view and download the consultation documents, access links to supporting documentation and submit a response.
- 7.4 A link to the consultation will be provided on the NATS Customer Affairs website, one of the information transfer mechanisms between NATS and our customer airlines. We will also add a link to the NATS.aero website, which is available to the public.
- 7.5 Flights to/from the airports listed in Appendix A will use the airspace and benefit from the proposed changes. Many of these airports have been engaged during Stages 1 & 2, and all will be engaged during stage 3, Consultation. This consultation is being run in parallel with the LD1.1 consultation due to the concurrent deployment dependency between the two ACPs (see section 8).
- 7.6 A minimum of two webinar meetings, open to all, will be held during the consultation period covering both LD1.1 and FRA D2. These will include a detailed presentation on the proposed changes and a Q&A to allow any specific questions to be answered directly. Other meetings will be scheduled for engagement with high interest, high influence stakeholder groups. The schedule of meetings will be flexible, and meetings may be moved, added or removed as appropriate according to demand and availability of stakeholders (see LD1.1 Consultation Strategy for further details).
- 7.7 As consultation material is available online only, respondents will not be able to submit a postal response to the consultation.
- 7.8 A reminder will be sent mid-way through the consultation period to stakeholders who have not submitted a response to encourage them to participate.

- 7.9 We will send a final reminder of the closing date one week before the consultation concludes and request a response from stakeholders who have still not submitted a response. This is to achieve maximum participation.
- 7.10 Responses will be managed and uploaded to the portal by the CAA.
- 7.11 At the end of consultation, the responses will be analysed and themed; any late responses may not be included in the subsequent analysis.
- 7.12 The online survey will automatically acknowledge responses by sending a completion message to the contact email address provided by the respondent. Relevant GDPR statements will be included in areas of data capture such as event registration and consultation response submission.
- 7.13 Responses to the survey will be moderated and published on the portal.
- 7.14 In the event of any unexpected challenges or events, we will directly communicate with stakeholders in order to resolve them. We will also include a list of FAQs on the consultation portal should responses require clarification or frequent queries arise.
- 7.15 For Level 2 ACPs which focus on aviation industry stakeholders, web-based consultation is the default regardless of COVID restrictions social distancing. All industry stakeholders have internet access, and this is unanimously their preferred channel for consultation and engagement. Web-based consultation is appropriate and proportionate for such consultation (and is the CAA's normal practice for its own consultations with industry stakeholders).
- 7.16 We will provide information in English on the basis that stakeholders whose first language is not English (fewer than 5% of the catchment population) can translate these using software such as Google translate. According to Google's tests, the accuracy of the translation depends on the languages translated. The test required mother-tongue language speakers to rate Google Translate with a scale between 0 and 6. The average rating³ achieved was 5.43. We believe this to be sufficient for the purpose intended.

8. Link with LD1.1

- 8.1 The FRA D2 consultation is being run in parallel with that of London Airspace Modernisation Programme 2, Deployment 1.1 (LD1.1, ACP-2017-70). The two consultations will have the same start and end dates, the same stakeholders and geographical area of coverage. The changes for LD1.1 and FRA D2 will be implemented simultaneously on the same date. This is because there are dependencies between the two ACPs⁴, these are outlined clearly in the consultation material and an FAQ document.
- 8.2 If there is a delay to either ACP this will also delay the other. By consulting on these two related ACPs at the same time it will reduce the burden on stakeholders, it will assist stakeholder understanding of how the overall airspace system would operate, cumulative impacts can be more easily explained/understood, and stakeholder fatigue should be avoided.

9. Consultation Materials

- 9.1 Our primary stakeholders are considered to be an aviation expert audience; therefore, we plan to use aviation technical language in the consultation material, in English only. We plan to conduct the consultation via the internet (including email and the online consultation portal).
- 9.2 The online consultation portal (see para 7.1) will include an overview of the proposed changes and the consultation materials. The primary materials will be the Consultation Document (which will be available for download from the portal) and a Response Questionnaire.

³ Google translation rating ([link](#))

⁴ LD1.1 cannot be implemented independent of FRA because there are no routes proposed above FL245/305 and no routes in sector 9. Existing routes in sector 9 do not align to the route structure proposed in the LD1.1 ACP. FRA D2 cannot be implemented independent of the LD1.1 ACP because the structural limitation, FRA significant points etc are based on the LD1.1 ACP design options.

- 9.3 **Consultation Document:** This will contain information which will enable stakeholders to make an informed response to the proposed changes, including:
- aims and objectives of the change
 - description of the current relevant airspace
 - overview of the FRA concept
 - proposed changes and design options - including specifying NATS' preferred design option
 - potential impacts of the proposal – aimed at aviation stakeholders
 - information on the consultation process - how to respond; what happens next
 - references to further sources of information
 - a reversion statement outlining what could happen if issues happen post-implementation
- 9.4 **Response Questionnaire:** The Response Questionnaire seeks to capture feedback on the proposed options. Given the interdependency with LD1.1, which will determine at which flight level FRA is implemented, information is provided in the FRA consultation material which enables stakeholders to have oversight of the combined benefits of the proposed changes. This is to ensure stakeholders are fully sighted on the link between the two proposals and the potential impacts of the combined available options.
- 9.5 In the FRA response questionnaire, we seek feedback on the FRA design options only. Specific questions will be asked to enable stakeholders to indicate their preference for aspects of the proposed FRA design options. Stakeholders will be able to respond to the LD1.1 consultation to express their preference for that proposed change.
- 9.6 Stakeholders will also have a free text box to ensure we capture any additional feedback.
- 9.7 It will also capture information on the respondent. Some of this will be mandatory (such as organisation being represented) and others optional (such as a postcode).
- 9.8 We will also use the online consultation portal to include any FAQs we receive during the consultation to ensure all stakeholders have sight of these.
- 9.9 The Consultation Document uses data drawn from the Full Options Appraisal document. A standard environmental analysis focusing on the enabled CO₂ impacts has been completed for the proposed change. No analysis relating to noise or local air quality has been completed because of the altitude of the proposed changes.
- 9.10 For all analyses the most up-to-date, credible information and appropriate forecasts are used.
- 9.11 After the consultation, a consultation feedback document will summarise the themes and NATS' response to issues raised – this may involve making changes to the design. The feedback document will be available for download via the CAA portal, and the ACP will be written based on the final design described in the feedback report.

10. Consultation Length

- 10.1 The proposed consultation launch date is Monday 6th September 2021 at 0001. The closing date is Monday 29th November 2021 at 2359, this is a duration of twelve weeks and one day., and it will run concurrently with the LD1.1 consultation.
- 10.2 During all stages of the CAP1616 process to date the majority of stakeholders in Appendix A have been engaged and they are familiar with the ACP. Since the stakeholders are predominantly aviation

representatives, the twelve-week consultation is considered sufficient, proportionate and is in accordance with the Gunning Principles for consultation⁵.

11. Reversion Statement

- 11.1 Should the proposal be approved and implemented, depending on the Option implemented, reversion to the pre-implementation state would be:
- **FRA Option 1.** (In which all ATS routes are removed) –**very difficult**
 - **FRA Option 2.** (In which the ATS route structure is partially maintained) –**very difficult**
 - **FRA Option 3.** (In which the entire ATS route structure is maintained) – **very difficult**
- 11.2 Due to the removal of ATS Routes the changes proposed by Option 1 and 2 would permanently and significantly change the airspace structure. To revert, routes would need to be re-published and re-tested which would be highly complex and time consuming. Option 3 would be equally difficult due to the dependency with the LD1.1 ACP and changing route structure below FRA.
- 11.3 In the unlikely event that there are unexpected issues caused by this proposal, then short notice changes could be made via NOTAM or by adding Route Availability Document (RAD) restrictions. For a permanent reversion, the changes would have to be reversed by incorporating this into an appropriate future AIRAC date. Due to the limitations of NATS Area System (NAS - flight and radar data processing) large scale airspace changes are only implemented four times a year.

⁵ [Cabinet Office Consultation Principles 2018](#)

12. Conclusion and Next Steps

- 12.1 The design options being proposed for this airspace design are listed in Section 4.7. NATS' preferred option is **FRA Option 1**, in which all **ATS routes are removed in the defined volume**.
- 12.2 Full descriptions of the constituent options considered (to meet the PCP requirements) are detailed in [Design Options](#) (Ref 6). The details of how FRA Option 1 was selected as the preferred option can be found in the [Stage 2 Initial Options Appraisal](#) (Ref 7) published on the FRA pages of the CAA airspace change portal (Ref 1). Analysis of the design options proposed during consultation are given in the Full Options Appraisal.
- 12.3 We consider this consultation strategy to be reasonable and proportionate. We have identified the relevant stakeholders; engaged with those most likely to be affected; given advance notice that the consultation will last 12 weeks subject to CAA approval; and primed them for that turnaround. We have made it clear that there is scope to change the proposal based on their feedback.
- 12.4 Subject to passing the Stage 3 Gateway Assessment, we will finalise the consultation material; set up the appropriate material on the CAA Citizen Space consultation portal and launch the consultation with stakeholders via email on the dates set out above.

Appendix A: List of Stakeholders

Links to the consultation will be placed on the NATS Customer Website and also on the NATS public website. Any individual or organisation may submit a response; however, we are only specifically targeting the organisations discussed in this document.

The consultation is most relevant to the stakeholders listed below – who will all be emailed PDF copies of the consultation material and sent links to the consultation feedback website - but consultation is not exclusive to this list.

Airlines

Aer Lingus	Emirates	Novair
Air Canada	Etihad	Qantas
Air France	Eurowings	Qatar Airways
Air New Zealand	FedEx	Ryanair
Air Transat	FinnAir	SAS
American Airlines	Fly Dubai	Saudia
Aurigny Airlines	Gamma Aviation	Singapore Air
Austrian Airlines	German Wings	South Africa Airways
Azerbaijan Airlines	Gulf Air	Tag Aviation
BA Cityflyer	Iberia	TAP Air Portugal
Blue Islands	Iceland Air	Thomson/ TUI
British Airways	Jet2	Turkish Airlines
Cathay Pacific	KLM	United Airlines
Cityjet	Logan Air	UPS Europe
Delta Airways	Lufthansa	Virgin Airlines
DHL	Malaysia Airlines	West Jet
Eastern Airways	Middle East Airlines	WizzAir
EasyJet	NetJets	
	Norwegian Air	

Air Navigation Service Providers (ANSPs)

ANS Finland (Finland)	Eurocontrol Central Flow Management Unit (CFMU)
Avinor (Norway)	Irish Aviation Authority (IAA) (Ireland)
Direction des Services de la Navigation Aérienne (DSNA) (France)	Isavia (Iceland)
DSNA ACC Brest (France)	Latvijas Gaisa Satiksme (LGS) (Latvia)
DSNA ACC Reims (France)	LFV (Sweden)
DSNA ACC Paris (France)	NAVIAIR (Denmark)
EANS (Estonia)	RAF 78 Sqn
Eurocontrol Maastricht Upper Area Control Centre (MUAC)	

Data Houses/ Flight-planning providers

Air Support	Jeppesen
Aviation Cloud	Lufthansa Systems
Flight Keys	NavBlue
Lido	Sabre

NATMAC Members

Airlines UK	Aircraft Owners & Pilots Association (AOPA UK)
Airspace4All (formerly FASVIG)	Association of Remotely Piloted Aircraft Systems (ARPAS UK)
Aviation Environment Federation (AEF)	British Aerospace Systems (BAE Systems)
Airport Operators Association (AOA)	

British Airline Pilots Association (BALPA)
 British Air Transport Association (BATA)
 British Balloon & Airship Club (BBAC)
 British Business & General Aviation Association
 (BBGA)
 British Gliding Association (BGA)
 British Helicopter Association (BHA)
 British Hang Gliding & Paragliding Association
 (BHPA)
 British Microlight Aircraft Association (BMAA)
 British Model Flying Association (BMFA)
 British Parachute Association (BPA)
 European UAV Systems Centre Ltd

General Aviation Safety Council (GASCo)
 General Aviation Alliance (GAA)
 Guild of Air Traffic Control Officers (GATCO)
 Helicopter Club of Great Britain (HCGB)
 Heavy Airlines
 Honourable Company of Air Pilots
 Light Aircraft Association (LAA)
 Light Airlines
 Low Fares Airlines (LFA)
 Ministry of Defence (MoD) via the Defence Airspace
 and Air Traffic Management (DAATM)
 PPL/ IR

Airports⁶

EGGD Bristol
 EGFF Cardiff
 EGTE Exeter
 EGHI Southampton
 EGHH Bournemouth
 EGGW Luton
 EGSS Stansted
 EGKK Gatwick
 EGLL Heathrow
 EGLC London City
 EGWU Northolt
 EGBB Birmingham
 EGCC Manchester

EGLF Farnborough
 EGMC Southend
 EGKB Biggin Hill
 EGNH Blackpool
 EGFH Swansea
 EGBJ Gloucester
 EGBP Kemble (Cotswold)
 EGTK Oxford
 EGHQ Newquay
 EGTP Perranporth
 EGTU Dunkeswell
 EGGP Liverpool
 EIDW Dublin

Other

Airlines for America	French Air and Space Force
AIRE (Airlines International Representation in Europe)	IATA
Airline Operators Committee Heathrow (AOC Heathrow)	IATA- Heathrow AOC
Borealis Alliance Executive	Irish Aviation Authority Regulator
Board of Airline Representatives (BAR)	Irish Air Corps
Bristow Helicopters (HM Coastguard)	Ports of Jersey SATCO
Direction de la Securities de l'Aviation Civile (DSAC)	QinetiQ
Direction du Transport Aerien (DTA)	United Kingdom Space Agency (UKSA)

End of document

⁶ MoD Airfields are not included since consideration of these is incorporated in the DAATM joint response.